

Notes from Bar Harbor Parking Solutions Task Force

September 13, 2016

Present: Eben Salvatore, Erin Early Ward, Liz Kase, Dick Cough, Matt Hochman, Sherry Rasmussen, Martha Searchfield, Jill Goldthwait, Cornell Knight, Ron Beard

Absent/excused: Mary Booher, John Kelly

Following introductions, members checked in with thoughts or reflections since the last meeting:

- The town, though the Parking and Traffic Committee, should review existing parking layouts and spaces, both to maximize the current capacity and to determine the number of parking spaces, should the town order parking meters.
- The Parking and Traffic Committee should also review loading zones, both to determine if they are adequate and to determine effectiveness of enforcement to keep these zones free of autos.
- If the consultants report identified the need for 79 additional parking spaces in peak periods, and based on the visitor estimates for this summer, we could assume a growth of 10% for this year alone, instead of the 2% per year growth factor in the report.
- As we continue our work, we should be identifying additional solutions for work-force parking... workers make the town run, aren't paid a lot of money, and they need to be able to park and/or use public transportation (Island Explorer) easily.

The group linked to a conference call/on screen presentation by Jim Taylor, of MacKay Meters, to learn more about available technology. Mr. Taylor outlined several key method/concepts for paid parking:

- 1) **traditional metering**, with vastly upgraded technology and flexibility for payments, record keeping, etc.;
- 2) **Pay and Display**, commonly in use in European and US locations... upon payment, you place a ticket in your window, showing when time expires;
- 3) **Pay by Space**, in which you enter a number (each parking space would have a number painted on the curb or pavement) and the technology keeps track of your elapsed time, allowing enforcement to go directly to spaces where time expires;
- 4) **Pay by Plate**, in which your vehicle plate and payment is linked with your space, again with targeted enforcement;

5) **Use of a pre-paid “City Card”**, normally for use by residents, employers and employees, at a significantly discounted rate... holders would choose the amount of time they want to debit from the card to pay for their space.

The Desman report has recommended deployment of several linked technologies within the town—adapted to on-street parking, public lot parking and residential permit parking.

Other discussion focused on solar batteries, flexibility of replacing modules/upgrades within the units, location of the units, size of units, possible winter removal of units, and the detailed reports that are possible for tracking usage, revenue and maintenance needs.

Following the presentation, the group listed further questions, which the town manager used to ask Mr. Taylor for additional information in follow-up email.

- There is concern with the size of the meter on our narrow sidewalks, it might help to view one. Might you have a dummy meter we could buy?
- Do you have any clients that put the meters next to the buildings as opposed to next to the curb?
- How far from the curb edge do you recommend the meters be installed?
- Do any of your clients have a system to remove the meters in the winter time?
- Can some meters be programmed in a section of town to charge less per hour than those in the center of town?
- Does the software track where (which spaces) a specific City Card is used?
- Does the software integrate with Parking Ticket programs like Tyler Technology?

Mr. Taylor’s power-point was sent to the town manager as reference.

Committee members then referred to maps included in the Desman report and made the following suggestions:

There was general consensus that paid parking, using appropriate equipment and technology, perhaps with variable rates depending on distance from the center of town, should be considered for:

all of Cottage Street,

all of Main Street to Park Street, and

all of West Street, (recognizing that after Bridge Street, there will only be parking on one side of West Street due to congestion... it was suggested that when this is studied for implementation, the town should investigate whether angled parking for inbound traffic on West Street is feasible)

Whatever equipment is chosen, the Town should consider space taken up by meters, and the effect on pedestrians, winter removal (and how to manage whatever residual parts are left “in the ground”), and overall aesthetics, etc.

Next meeting is September 27, 4-5:30 in Council Chambers, and will focus on the consultants recommendations for the establishment and uses of a parking fund, and the feasibility of setting up paid parking in public lots.

Notes prepared by Ron Beard, Task Force Facilitator

Reviewed by Sherry Rasmussen, Secretary

Parking Solutions Task Force Meeting topics and schedule (Autumn 2016)

- August 30 An overview of the consultant's report and recommendations, so that task force members understand the overall goals of the parking program and how each element of a parking program contributes to those goals; election of chair, vice chair and secretary.
- Sept 13 Consideration of ***on-street paid parking*** (via smart meters or kiosks) including review of available technology and costs, which streets, enforcement consideration, ordinance changes required, etc. *(Cornell will bring maps and provide background on available parking meters and kiosks)*
- Sept 27 Consideration of ***paid parking in town parking lots***, including review of available technology, which parking lots, enforcement considerations, current and improved efficiency, etc.
- Consideration of a draft outline for a "parking fund", similar to the current Cruise Ship Fund, outlining sources of income and possible expenses. *(Cornell will provide a draft)*
- Oct 11 Consideration of ***residential parking permit system***, including how such a system might work, who gets permits (residents, guests, renters), enforcement considerations, etc. *Possible attendance by Police Chief to review overall enforcement concerns/opportunities.*
- Oct 25 Consideration of the current and possible roles of the Downeast Transportation and ***Island Explorer*** in contributing to solutions to the parking situation (including service to existing or proposed auxiliary parking lots such as Ferry Terminal *(Paul Murphy will be invited to attend)*; update on ***Acadia National Park transportation plan*** and any implications for parking solutions in Bar Harbor *(John Kelly will present overview)*
- Nov 8 Bringing all the pieces together, ***working toward draft task force recommendations*** to the Council, including any income projections, ordinance changes, budget implications, schedule for implementation
- Nov 22 Consideration and ***finalization of recommendations***
- Dec 6 ***Presentation of final recommendations*** to Town Council
- Dec 13 Consideration of any discussion or requests by the Town Council, based on Task Force recommendations

